

"CYCLING" TRACK TEST OF THE VIKING S.B.U. TRACKER

A Speciality Introduced to Cater for the Rider who Desires a Model that Responds Immediately to His Effort and One that is Scientifically Designed to Resist the Heavy Stresses Put on a Track Machine

FOR the trackman who is looking for a machine that will respond just that little extra to his jump because of its rigidity, or the youngster looking for a track frame on which to make his debut in up-to-the-minute style, Viking Cycles, Ltd., of Wolverhampton, have produced the model to attract their interests.

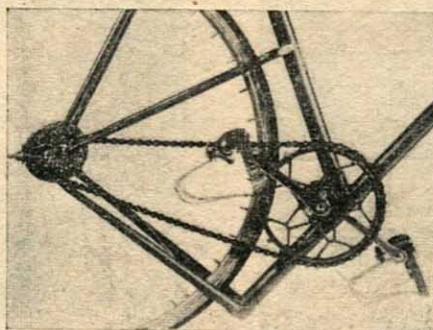
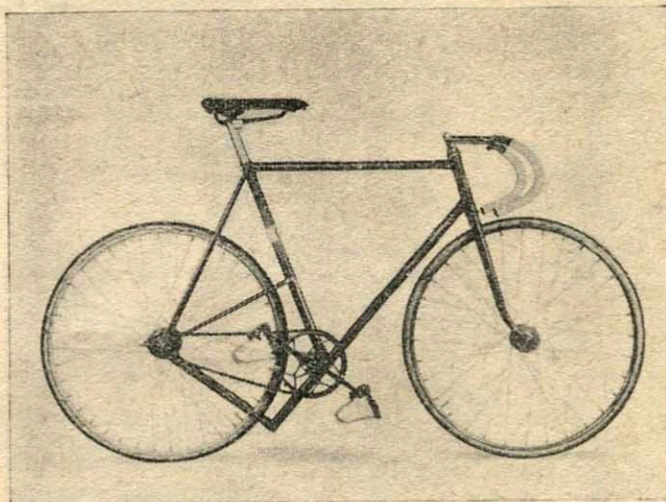
The "S.B.U. Tracker" (Short Base Underslung) frame is of a most unconventional design, having been arrived at after extensive research into lateral and torsional (twisting) stresses in track frames and which result in what is generally known as "whip." The model was first introduced in November of 1953 at the Cycle Show at Earls Court, but since then it has been modified by the addition of another pair of stays between the rear drop-outs and the seat tube. The maker's theory behind the design is that normal chain stays put up no effective resistance to both lateral and torsional stress. The basic fault in the design of a normal frame, according to the Viking submission, is that it attempts to resist both stresses at one point, ignoring the fact that the type of construction to resist torsional stress is totally different from that required to resist lateral stresses. The "S.B.U." separates the two stresses and concentrates each at a different point, thus making it possible to apply to each the correct method of resistance, viz., a round section tube securely anchored at both ends to oppose torsional stress and the apex of a triangle to resist the lateral stress.

Short Rear Triangle

The bottom-bracket unit is in a lug behind the junction of the seat and down tubes. This arrangement gives a much shorter rear-triangle base measurement than usual, being only 16 in. as against the more normal 16½-17 in. Front fork ends to bracket axle is 23 in., giving a direct line wheelbase of 38½ in. Bottom

(Right) A side view showing the neat general lines of this unorthodox model.

(Below) A close up of the transmission and frame design at this point.



bracket height is 10¾ in. with 6½-in. cranks. Frame angles are 73-degree parallel head and seat (the rear angle is measured from the seat lug to the bottom bracket—not the actual seat tube which is in front of the bracket). With a 22½-in. frame the top tube is 22½ in. long and the head tube measures 6½ in. The forks are all-round and have a 1½-in. offset.

The whole design combines to give a light ensemble (20¾ lb. complete) and an immediately responsive drive which when tested at the moderately banked track at Paddington, fulfilled the maker's claims as to its extreme rigidity and lack of "whip." Indeed its claims to rigidity might also be regarded as having gone too far—the frame seeming to lack some of the "life" that one is accustomed to get from a normal machine. But this is purely a personal opinion and many riders may prefer it this way.

The equipment used throughout the cycle is excellent. The head-bearings are the Brampton "Alatet" set whilst the bottom-bracket is the Bayliss Wiley "Featherweight" type. The chainwheel is a Williams five-pin inch-pitch with Italian Noli and Cattaneo quill-type pedals, Christophe toe-clips and ALE straps. This model has a Renold's inch-pitch roller chain, but of course this can be changed for the normal block chain if required. The Brooks saddle can be a B17 narrow or sprinter.

Good Wheels

The wheels are a combination of rims and hubs that should suit even the most discriminating rider, being Weinmann "Scherens" sprint rims on Airlite "Continental" wide-flanged hubs with Cyclo domed track nuts. Tyres are Dunlop No. 1 tubulars. Handlebars and stem are by Cinelli, the bars being the 15½-in. wide "Gran Fondo"-type deep drops.

The steering of the machine handled well, but it was noticed that when sprinting "out of the saddle" the back wheel of the machine had a tendency to jump—this was probably due to the short rear triangle.

Finished in an attractive turquoise lustre with contrasting bands and transfers, the frame retails at £17 17s., and the complete cycle sells at £45 19s. 6d. including £6 17s. purchase tax.

"NIMROD."

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